

# JASPERS-CoR dialogues on the implementation of the Urban Agenda for the EU

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***JASPERS informative session on its actual and potential  
contribution to core aspects of the EU Urban Agenda -  
Transport***

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# Smart Cities and Transport (1)

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Transport is a result of economic and social activities → interventions on the transport system do not plan/design them but...

- Adjust the transport system to them
- Support sustainable social and economic development
- Transport is (one of the main tools) to boost economic and social growth



## Traffic on the local level:

- Administrative system
- Health system
- Education system
- Trade
- Industry
- Solid Waste
- Waste Water
- Etc.

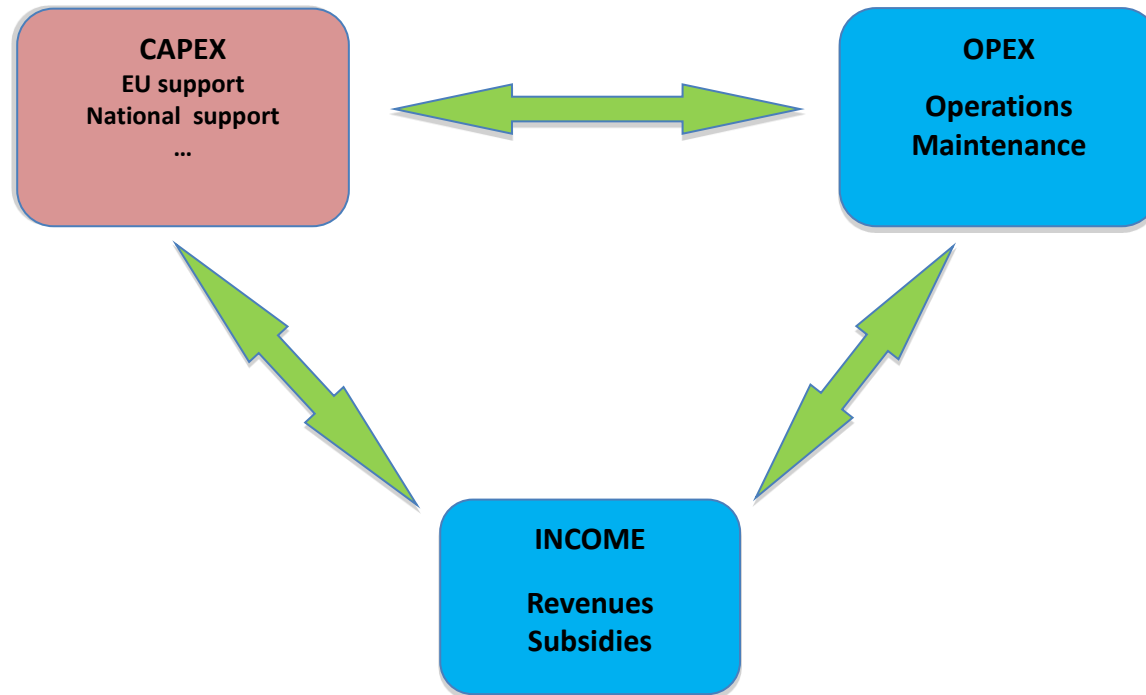


# Smart Cities and Transport (2)



A “smart city” needs a “smart” transport system:

- a. Integrated/Effective
- b. Sustainable



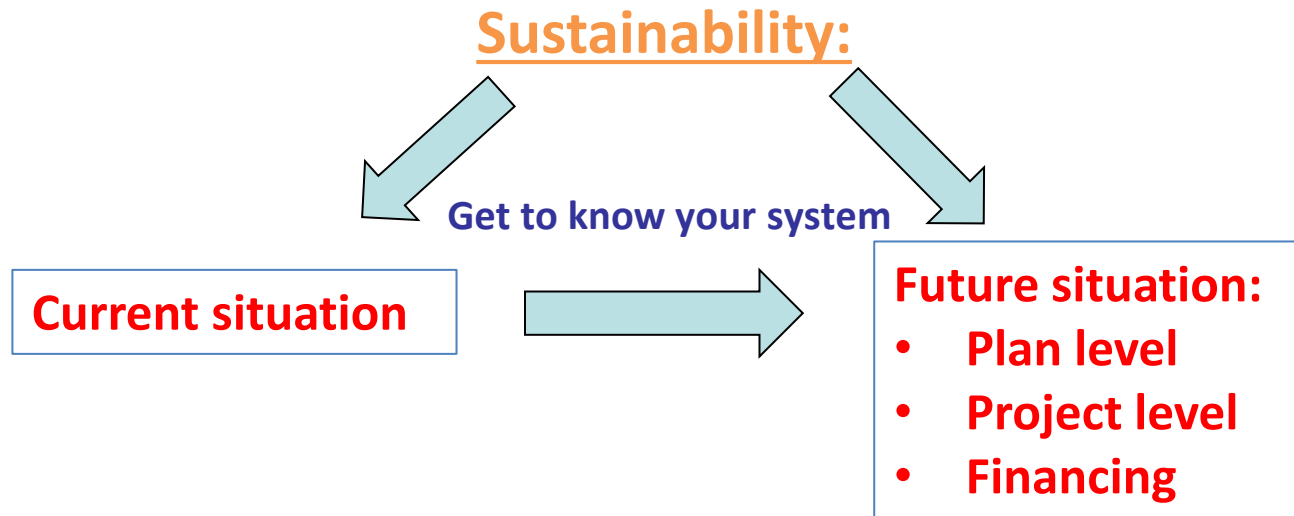
**How to make systems better perform: more projects – better projects – (more&better absorption)**



# The right Project delivery sequence

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- 1. Strategies/plans:** introduce strategies/plans which harmonize the project and system development:
  - Many questions can be better answered on a strategic level
  - It's not only about investments – how about operation and organization
  - Efforts/projects need to be harmonized
- 2. Projects:** make good projects independently from the funding source
- 3. Financing:** use the possibilities of mixed financing



# Transport Strategy/Plan (1)

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## Principles

- Based on economic and social developments
- Covering the **whole sector (inter-modality)**
- **Functional regions /** (homogeneous areas)
- Long term process
- Strategy should be independent from funding

## Simple philosophy

Data – Analysis/Hypothesis – Objectives –  
– Measures – Projects



# Transport Strategy/Plan (2)

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Plan's analysis and measures not only limited to infrastructure but must cover three layers:

**1. Organisation/institutional issues**: measures, which involve changes to the structures that oversee the implementation, funding and operation of transport solutions, and may be implemented at institutional level or within specific authorities/agencies

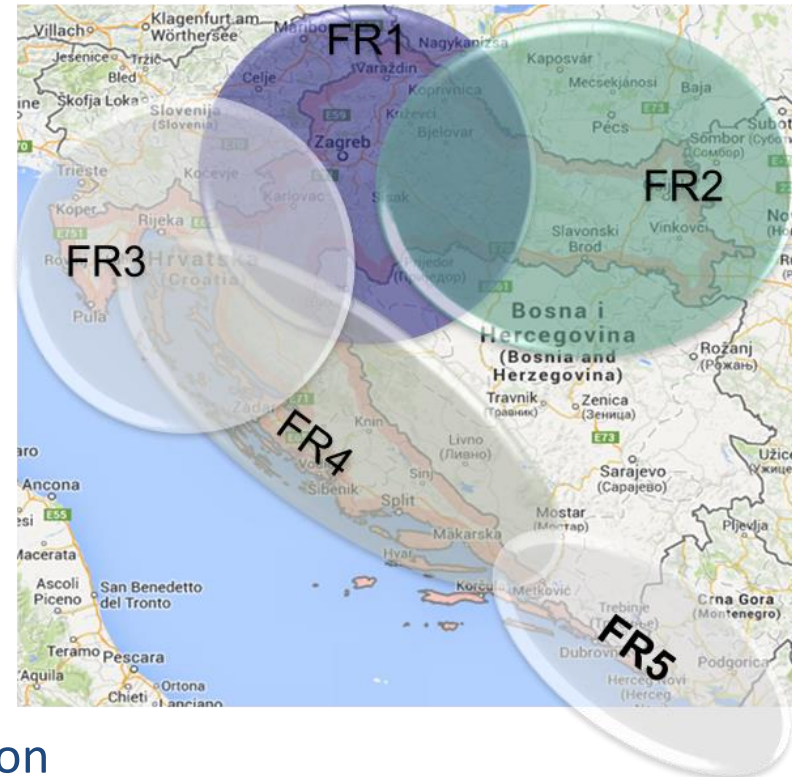
**2. Operation**: measures, which describe those actions to improve the operation of transport (*e.g. PT frequency/coverage/timetable improvements, soft demand management such as work place travel plans, ITS - travel information, ticketing integration, tram priority, traffic management, car sharing scheme, restricted access low emission zones, tolls/charging zones, increased maintenance funding*)

**3. Infrastructure**: measures (*e.g. trolley bus line extension to improve accessibility, BRTs, rearrangement of stops and stations, new tram line to improve travel time and capacity etc.*), which will usually require capital investment in physical works



# The Functional Regional concept

- **Homogeneous area** / independent from administrative borders:
  - defined by mobility relationships (e.g. within which the majority X% of commuting trips or O/Ds take place)
  - focused on gravitational centroids
  - could be (also) a metropolitan area/agglomeration, etc.
- Transport is a result of economic and social activities
- FR defined in the National Transport Plan and based on traffic model -> can be overlapping
- FR should be the main reference for local transport plans -> avoid smaller towns alone
- Outcomes of local/regional plans with national relevance -> one of the inputs for the preparation of the National Transport Plan, complementing the national sectorial plans/analyses





# JASPERS' main recent experiences in local/regional transport plans/SUMPs

Country	Area	Beneficiary	Type
BG	Six Cities	Cities	City Agglomeration
CY	Four Cities	Ministry	Horizontal Guidance
CZ	Prague	City	City Agglomeration
HR	National	Ministry	Horizontal Guidance
HR	Zagreb et al.	Cities	Transport Masterplan covering the functional region around Zagreb
HR	Rijeka	Cities	Transport Masterplan covering the functional region around Rijeka
HR	Sibenik	Cities	Transport Masterplan covering the functional region around Sibenik
HR	Osijek	Cities	Transport Masterplan covering the functional region around Osijek
HR	Dubrovnik	Cities	Transport Masterplan covering the functional region around Dubrovnik
HU	Budapest	Ministry/City	Transport node study for the functional region around Budapest
HU	West.Hun/Burgenland	Regions	Transport Masterplan covering the functional region between Western Hungary and Burgenland (AUT)
RO	Bucharest/Ilfov	Ministry/City Partnersh.	Regional Plan combining multiple municipalities
RO	Growth Poles	Ministry/City	Seven second-tier cities, each being a Regional Plan combining multiple municipalities
RO	National	Ministry	Horizontal Guidance
SK	National	Ministry	Horizontal Guidance
SK	Bratislava	City	Transport Masterplan covering the area of Bratislava
SK	Kosice	City	Transport Masterplan covering the area of Kosice
SK	National	Ministries	Support to MAs (for OPII & IROP) for the preparation of the EU-funded Transport Masterplans (for the main SK cities and for regions)
EU	Selected EU28	Eltis	Support to Seminars
EU	Selected EU28	DG Move	Training/Seminars



# Conclusions

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- Transport is a result of economic and social activities and one of the main tools for their development -> A Smart City needs a Smart (Integrated/Effective&Sustainable) Transport System
- (Smart) Urban mobility is a complex issue, which needs appropriate strategic planning
- An urban mobility plan is
  - A strategic document for pursuing transport/mobility goals related to socio-economic objectives and integrate local mobility with **other planning documents**
  - A working framework for shaping intervention measures
  - A long term commitment to ensure stability and continuity in the development of transport/mobility strategies
  - A planning instrument to identify and solve deficiencies in the transport system and/or valorize positive experiences/opportunities, and eventually identify and select projects
- It is **not** (or should **not** be)
  - A formal exercise to fulfill legal requirements
  - A mere description of the status-quo
  - A wish-list of projects disconnected from real needs of the society
- Necessary to plan beyond administrative borders (“functional regions/areas”)
- Necessary to ensure a correct implementation of the plan



**„(Smart)Mobility planning is nothing else  
then applying common sense...**

**done by qualified experts with significant  
experience ...”**

**Thank you for your kind attention.....**



**JASPERS Transport Team Vienna**





For info or further questions on this seminar and the activities of the JASPERS Networking Platform, please contact:

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